

# AVIATION

*The Oldest American Aeronautical Magazine*

SEPTEMBER 22, 1924

Issued Weekly

PRICE 10 CENTS



President Coolidge receives elementary flying instruction while waiting for the World Fliers' arrival

VOLUME  
XVII

## SPECIAL FEATURE

NUMBER  
12

### GENERAL REVIEW OF THE AMERICAN ROUND THE WORLD FLIGHT

GARDNER PUBLISHING CO., Inc.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK



THE DOUGLAS COMPANY

SANTA MONICA, CALIF.

SEPTEMBER 22, 1924

# AVIATION

VOL. XVII, NO. 12

Published every Monday

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GARDNER PUBLISHING COMPANY, Inc., Publishers

GENERAL AND EDITORIAL ROOMS: 121 FOURTH AVENUE, NEW YORK

Publication office

HIGHLAND, N. Y.

Subscription price: Four dollars per year. Single copies  
costs, Canada, five dollars. Foreign, six dollars  
per year. Copyright 1924, by the Gardner Publishing  
Company.

Issued every Monday. Forms close ten days previously.  
Entered as second-class matter Jan. 22, 1920, at the  
Post Office at Highland, N. Y., under act of March  
3, 1879.

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difficult the most at Kamohatua and reaching Japan by way of the Kanto Islands. It will be remembered that it was off the coast of Kamohatua that Major McLaren, the British hero, was forced to give up his battle boat by "impossible" flying conditions. The Americans, fortunately, had no forced landings or serious motor trouble on this leg of the flight, but they were continuously held back by the weather and their coming through at all was really an extraordinary feat of navigation.

#### From Japan to India

On arrival at Yokohama 175 miles Tokyo, Japan, the American mail three changed their engines and put on larger fuel tanks. New fuel was also provided as the old ones had melted in such water. The route followed to Calcutta, India was along the coast of China and Korea and across the Malay

#### The Western Crossing of the Atlantic

The flight from England to America by the northern route presented great and unexpected difficulties. The American scouting ship which was to patrol the course had not expected the fleet to strike up on their schedule and there was a few day delay in getting the vessels into position. It is conditions off Greenland were the worst experienced in twenty years, causing a long delay and the final changing of the course. The 4,150 sq. ft. from Boston to Boston was covered in 24 hr 33 min flying time and thirty-eight days of elapsed time, but these were times when even the most experienced did not expect the fleet to succeed. At first, the ship had received two engines, under direction, it was melted, and portions substituted for which

#### The Public and the World Flight

Not the least among the results accomplished by the world flight has been the tremendous interest which it has aroused among the public in the United States and other countries. The progress of the flight during the last six months has been given in detail by the daily press, and the people of America have taken a new and more understanding interest in aviation. Nothing in recent years has done more to arouse public interest in promoting aviation and establishing airports than this great pioneering flight which has caught the imagination of the man on the street and turned his thoughts to the air glided highways of the sky.

In welcoming the fleet to Washington, President Coolidge said "It is with a renewed faith in America that I welcome you. A new record of achievement has been made in the last six months by you in the domain of aviation. It has been said by many who were the American people that you have shown that you are a people of great courage and great persistence, your courage that has brought the great honor to our country. In what is probably the greatest opportunity for future scientific development of this nation your enterprise has made America first."

And the appreciation of your countrymen will be sufficient, so that in the field America always will be kept first." A cable from the King of England read: "We all join heartily in congratulating you and the other flyers on your heroic achievement on completion, for the first time in history, of the crossing of the world by airplane."

"I have followed with interest and admiration the progress of this heroic undertaking."

"Gentle, it is"

Governor Cox of Massachusetts, after welcoming the fleet and congratulating them on their exploit, said he hoped that the importance of aviation would be realized in the New England states and that every municipality would soon establish a landing field.

Senator James W. Watson, in welcoming the fleet to New York City, said "If our hospitality alone deserves to be honored it comes from the heart. You will find as you proceed along the coast, that the great respectation are the great admiration of the people of this state and all America will join you. The world never forgets its pathfinders. Those who love the wilderness and cross the sea filled with dangers are not forgotten by posterity."



Officer from U. S. Navy from Maine & Hawaii

The World's first flight of the American Coast Guard after they crossed the Atlantic across for Tiffin, Indian India, and Nelson's ship at night

peninsula to the coast of Korea and on to the Celebes. The distance of 4,500 mi. was covered in 75 hr. 5 min. of flying time, while the elapsed time was only 25 days. The flight was not particularly successful at these points, but it was a great feat. The only effect of the extreme heat and dense atmosphere was to have been to increase the fuel of the machines, forcing them to refuel at more frequent intervals. Lieutenant Smith had a forced landing with the Chicago off the coast of Japan by a motor boat, and a new motor had to be installed. His new engine landed down off Tsurumi, Indochina, by another boat, and upon put in a new motor. At Tsurumi, the Boston (Lieut. Leigh Wade, pilot) and New Orleans (Lieut. Erik Rind, pilot) broke were on taking off. At Hongkong, Thomas, a jack dived into one of the planes and damaged a wing.

#### India to England

On the Celebes through division of the flight the Americans had to make up with their schedule and their performance was really extraordinary. They covered the 4,525 mi. in 75 hr. 5 min., but the elapsed time was only 25 days. From Calcutta to Paris their time was fourteen days, of which three were spent changing engines at Karachi and one at Constantinople so that the flight could support the machines. The flight was not particularly successful at these points, but it was a great feat. The only effect of the extreme heat and dense atmosphere was to have been to increase the fuel of the machines, forcing them to refuel at more frequent intervals. Lieutenant Smith had a forced landing with the Chicago off the coast of Japan by a motor boat, and a new motor had to be installed. His new engine landed down off Tsurumi, Indochina, by another boat, and upon put in a new motor. At Tsurumi, the Boston (Lieut. Leigh Wade, pilot) and New Orleans (Lieut. Erik Rind, pilot) broke were on taking off. At Hongkong, Thomas, a jack dived into one of the planes and damaged a wing.

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On the flight from Kirkwall to London the fleet became separated in the fog. Lieutenant Smith and Wade taking back and Lieutenant Nelson alone pushing on to London. On the night day Lieutenant Smith reached London, but his machine was damaged, and water trouble, resulting in a forced landing at London. The plane landed without damage off the Fens Islands, but it is to attempt to lift the plane onto the deck of the carrier. The engine broke and badly damaged the plane. The attempt was made to land it but it proved unsuccessful and the plane was finally abandoned.

In travel to take off for the 500 mi. hop from London to Greenland, Lieutenant Smith broke the engine, but he broke the engine of his machine, and Lieutenant Nelson took a popper. On this leg of the flight the machines were in a difficult "hazy" from the water. The flight from London to Greenland was the longest non-stop flight of the trip, and took Lieutenant Smith 24 hr. 55 min. and Lieutenant Nelson some 10 days longer.

At London, Greenland, two engines were fitted to the plane. The fog and rain made the flight extremely difficult. The rest of the trip was comparatively uneventful, except that Lieutenant Smith broke another propeller and Lieutenant Nelson had trouble with his gas pump. Lieutenant Smith had a forced landing on the trip, but the air in the emergency hand pump for 5 hr. Lieutenant Wade, with a spare plane sent to him from Washington, D. C., passed the plane at Paris, New York. The flight from Paris to Boston was successfully broken by a stop at Cape May, Mr. de la ley victory.

During the course of the flight the engines in all the planes were changed five times. Lieutenant Smith had two forced landings, Lieutenant Wade one, and Lieutenant Nelson one. The accident record would seem to justify the frequent changing of engines. There were only two flights where the engines broke back after the start on account of bad weather, and only one which was interrupted by bad weather. As far as can be made out, with one or two exceptions the fleet did not get seriously off their course during the whole duration of the flight. This is a great credit to the pilots and the crew, which they carried out their duty as well as with remarkable regularity.

#### LOG OF THE ROUND THE WORLD FLIGHT

Date of Arrival	Mi. Hr. Min.	Date of Arrival	Mi. Hr. Min.
Start from Santa Monica, Cal., to		June 25 Ayokah, Burma.	445 4 30
March 17 Sacramento	370 4 32	June 26 Chittagong, India.	140 2 10
March 17 Eugene, Ore.	660 8 08	" Calcutta, India.	220 3 20
March 19 Vancouver, Wash.	130 1 30	July 1 Allahabad, India.	475 2 30
March 20 Seattle, Wash.	196 2 20	July 2 Umbhal, India.	500 5 25
April 8 Prince Rupert, B.C.	610 8 10	July 3 Multan, India.	325 4 42
April 10 Sitka, Alaska.	300 4 20	July 4 Karachi, India.	675 7 05
April 14 Seward, Alaska.	810 7 48	July 7 Chabar, Persia.	370 5 55
April 16 Chignik, Alaska.		" Bender Abbas, Persia.	400 4 05
April 19 Dutch Harbor.	400 7 20	July 8 Bushahr, Persia.	200 4 07
May 3 Adak, Aleutian Archipelago.	350 6 03	" Bagdad, Mesopotamia.	275 6 30
May 9 Attu Island.	830 6 08	July 9 Aleppo, Turkey.	480 6 15
May 16 Kamerdereh, Kamchatka.	400 5 29	July 10 Constantinople, Turkey.	080 7 40
May 17 Pavlovsk, Kamchatka.	427 6 35	July 12 Bucharest, Roumania.	300 3 25
May 19 Hittokpa, Island of Votokpa.	950 7 15	July 13 Budapest, Hungary.	500 6 05
May 22 Munich, Germany.	354 5 10	" Vienna, Austria.	140 2 50
" " Koenigsberg, Prussia.	380 5 18	July 14 Strasbourg, France.	400 3 30
June 1 Koshimoto, Japan.	380 5 10	" Paris, France.	280 2 48
June 2 Kagoshima, Japan.	350 6 05	July 16 London, England.	225 3 00
June 5 Hongkong, China.	610 6 25	July 17 Brough, England.	190 2 00
June 7 Amoy, China.	855 7 10	Aug. 20 Kibik, Iceland.	400 5 30
June 8 Hongkong, China.	300 3 25	Aug. 21 Reykjavik, Iceland.	350 4 53
June 10 Helsingfors, Finland.	500 7 20	Aug. 21 Frederiksdal, Greenland.	625 9 15
June 11 Toronto, French Indo-China.	395 6 28	Aug. 24 Brighton, Greenland.	150 2 18
June 18 Seattle, French Indo-China.	530 7 35	Aug. 31 Indian Harbor, Labrador.	872 6 30
June 18 Kawroing Island.	340 4 10	Sept. 2 Hawkes Bay, N. F.	350 5 33
" " Bangkok, Siam.	325 4 05	Sept. 3 Pictou, N. S.	420 5 34
June 20 Tavoy, Malay Peninsula.	240 3 20	Sept. 5 Cape May, Maine.	400 6 38
" " Rangoon, Burma.	210 3 20	Sept. 6 Boston, Mass.	120 2 03
		Total	23,577 mi. 313 hr. 7 min.

Secretary of War Weeks, at a dinner given at Washington in honor of the world fliers, said in part: "Not only has the flight been successful, but it has been carried on in a way that reflects great credit on you and the United States Army, and your personal conduct has increased the mutual feeling existing between these nations which your planes have touched and our Government. I have had brought to my attention numerous instances of the best and most judicious with which you have handled yourselves in relatively delicate situations."

The prestige gained in foreign countries by American aviation as a result of the flight can be hardly overestimated. L'Aviation, the leading French aeronautical monthly, says:

"The brief passage of the fliers in France gave us a high

sensation of aviation in the United States and of the men who it has in its midst."

There are a few of the thousands of written and spoken comments which have been made about the world flight. All the newspapers throughout America have had editorialists on the flight. Most of these have taken the occasion to comment on the inadequacy of our Air Service and to urge Congress and the Secretaries of the Army and Navy to expand the branch of the service. They have also urged the removal of road aviation and the establishment of landing fields in their view. The crowds which have greeted the fliers at their stops in the United States are sufficient proof of the interest and enthusiasm which has been aroused. Presumably will undoubtedly carry many noteworthy articles on the flight and the growth of "air manhood" will be greatly encouraged.

## Factors of Success in the World Flight

### Equipment, Advance Organization and Cooperation

In my consideration of the factors which contributed to the success of the world flight the extraordinary qualities of the personnel must be given the first place. Success, of course, meant skill in navigating and map reading, patience, a willingness to do hard work day in, day out—often at the cost of sleep—and to make an advance, even at the expense of the lives of the nearest friend. The lack of any of these qualities would have caused the failure of the flight. Our Air Service is of a high quality, but the selection of the personnel for the flight was done with more discrimination. Moreover these men were required there precisely because they could the many inspiring offers of entertainment which were offered them along the route, and it is this devotion to duty which made the flight possible. They can have been little as the "impenetrable wall" and refusal to get the hard duty which is characteristic of so many fliers. Throughout the trip the fliers were to have created a favorable impression of efficiency, consideration on their task and sportsmanship. A detailed biography of the fliers was given in our issue of Jan. 14, 1934.

It is of interest to note that both Lieutenant Smith and Lieutenant Nelson saw very short, whereas Lieutenant Webb was slightly over six feet tall. All three of the fliers had previously had over 1,000 hr. in the air, much of it on some country light.

### The Douglas World Cruisers

The performance of the Douglas World Cruisers has been as smooth and perfect as to be almost little attention. The planes have been out in the open since they started from Santa Monica, Calif.; they have been subject to the cold and ice of the Arctic, to the heat and humidity of the tropics and to the dry air of the desert, but from all accounts no trouble developed in any of the four planes which started. A couple of broken pistons appeared here and there, having been kept the only trouble reported, and these were caused by undue stress on bad weather. No trouble was experienced from the failure of the wings. The problem of the wings in Columbus was more of a surprise than a necessity. Over 10,000 sq. ft. of area under the conditions which faced the world



P. A. H. Photos.

The U. S. world cruiser New Orleans, Lieut. Erik Nelson's plane being loaded ashore at Reykjavik, Iceland. Lieut. John Harding is standing on the sternward boat, while Lieut. Lowell Smith is standing inside the boat, directing operations.



Press International

President Coolidge, surrounded by members of his Cabinet, greets the World Fliers upon their arrival at Bolling Field, Washington, D. C.

was raised a tribute to the design and workmanship involved in the construction of the plane. Donald W. Douglas, who has a right to feel proud of the work which he has done, and he deserves a little credit for his share in the success of the flight.

Mr. Douglas was born in 1892. He went through the U. S. Naval Academy and the MIT, where he became an Assistant Professor in aerodynamics. During 1915 and 1916 he was test engineer with the Glenn L. Martin Co. In 1916 he became the chief civilian aeronautical engineer with the Republic Co., but in 1917 he returned to the Martin Co. In 1920 he moved out to Santa Monica, Calif., where he established a factory of his own. The original Douglas plane was designed for the Navy as a torpedo and bombing plane. It was so successful that it became the standard of the Navy for the type.

In 1921 the ship which is now known as the Boston II was ordered by the Army and tested at McCook Field as a land plane and at Langley Field as a seaplane. As a result of the tests it was decided to adopt the Douglas machine as the World Cruiser and four more were ordered. Simplicity and ruggedness are the first things that engineers use in building an airplane. A more detailed inspection reveals many of the reasons for the detail of design and our belief in making it the machine has been so successful. The fact that (with its exception of Major Macfarlane's) none of the planes had to be replaced due to trouble is almost as much of a tribute to the maneuverability and flying qualities of the planes as to the ability of the pilots.

The design specifications of the Douglas plane were given in our issue of Feb. 25, 1934. The general characteristics

of the plane are as follows: weight empty 3,700 lb., loaded 4,215 lb. (on a land plane). Span 26 ft., length 31 ft. The engine used was the Liberty-12, developed a little over 400 hp. The high speed of the machine was a little over 100 mi./hr. with a landing speed of 55 mi./hr. The average cruising speed on the trip was 71 mi./hr., but the actual air speed was probably around 50 mi./hr.

### The Liberty Engine

Basically Liberty engines were built by the Rock Island Arsenal for use in the World Cruisers. The best thirty-five of these were chosen for the flight and shipped in various parts of the world. On the longer haul they developed 418 hp when it was a little better than 2 ft. 6 in. high.

These engines were fitted with modified cylinders having reinforced heads, a feature which has proved successful in resisting water-packet leaks, as evidenced with this type of engine. A successful method was worked out for ground the cylinders as initial direction, so that they will be round after welding in the reinforcing place. Each engine is connected with long shafts for mounting the electric starting equipment. It is powered by a Drive system, using a standard drive pulley without bracket attachment. Fuel is supplied by a simple carburetor-driven gear pump, operating as the main system, supported by an over-drive pump as an auxiliary and a hand-wield pump for emergency purposes. The carburetor-driven gear pump is favored principally because of its ability to pump dirt, grit and other foreign substances without impairing its operation.

Electric (General Electric) dynamo starters of the spark and type were used on all the Liberty engines in the American



# LIGHT PLANES AND GLIDERS

Edited by Edmund T. Allen

## The Rickenbacker Trophy

The National Aeronautics Association presents the trophy for light planes offered by Capt. E. V. Rickenbacker will be competed for in annual contests, the first of which will be held in connection with the Dayton Air Races.

The 1933 contest will be a cross-country race for civilian owned light planes equipped with engines of 30 cu. in. displacement or less. In civil planes of this type will be en-



The Rickenbacker Trophy for light planes

tered in two events at the International Air Races which are to be held Oct. 2, 3 and 4, at Dayton, Ohio.

In order to permit entry of these planes, the 1934 Rickenbacker Trophy cross-country race for light planes will start at Willow Creek Field on Oct. 6. The trophy will start at the city, offering the greatest inducement in the way of additional prize money. Mile age now being received from other and Army Clubs located within a two hundred mile radius of Dayton. Bids with prize guarantee may be addressed to D. Russell Shaw, Race Executive, International Air Races, Inc., Dayton, Ohio, or they may be sent direct to this office and must be received on or before 4 p. m. Sept. 29, 1934.

The race course and international bidder will be announced later. Mr. Rickenbacker has offered \$10,000 in cash prize at a minimum to gold, silver and bronze winners to the winner of first, second and third place.

## New German Light Plane

The latest firm at Munich, Germany, which during the past two years produced some very efficient low powered two seat motor commercial airplanes, has brought out a small side light plane, named the Colibri.

The Colibri is a cantilever monoplane equipped with a 500 cc. v. m. engine, wing, dihedral, approximately a wingspan of 34 ft. The wing is built in two parts, and is



New German glider

New German glider, flying at the Ricken race, piloted by H. Hoff. The simplicity of construction is noteworthy.

carried in joggled fashion by a release of one steel strand. The pilot's cockpit is situated under the wing. The landing is a glider wheel covered, and has a side entrance door and a lock for small baggage.

The machine is said to be extremely easy and safe to fly and has been designed for simplicity of upkeep and low transport and storage. The wings can be taken down and folded against the fuselage, where they are held in suitable locking devices, in two minutes by one man.

The machine recently won the 5,000 mark prize of the German Scientific Society of Aeronautics for the first 2 ft. high speed in a German light plane.

## SPECIFICATIONS OF THE LATEST COLIBRI

	12 ft. 100 lb.	Engine	100 cc. v. m. engine
Span	34 ft.	Wing	34 ft.
Length	19 ft.	Wing	34 ft.
Weight	1,200 lb.	Wing	34 ft.
Wing	34 ft.	Wing	34 ft.
Wing	34 ft.	Wing	34 ft.
Wing	34 ft.	Wing	34 ft.

## Gift to Sailplane Champion

Hermann Goel, a wealthy furniture manufacturer of Tübingen, Germany, has presented to Ferdinand Scholz, holder of the world's endurance record for gliding a new sailplane built after the latter's specifications on the Rhine delta.

Scholz's old glider, in which he was seen in the air for 48 hrs., was a home-made affair.

## Eastern News

By C. W. Madden, Jr.

Walter R. Beardsley, on his way back from the Blackfield, N. H., was carrying passengers at Reed Beach, where his attention attracted other people who were gathered, and he slipped into a tailspin and crashed, sustaining slight injuries, as did his passenger, who, by the way, was landed in his back yard. The small group and a front view were badly damaged. Mr. Beardsley was pretty badly damaged.

Lost R. C. Moffat, flying a PWA Curtiss Pursuit ship out of Reed Beach, N. H., Tuesday, Aug. 28, at 10:30 a. m. service station. He landed at Mitchell Field, Mass. from Rehoboth, Mass. The first lander was recognized as Capt. Beardsley, Jr. He landed there, and about quarter past six, he landed at the airport, landing here at about midnight. His ship was given quite a test in its battle with the elements, but no commotion showed no signs of weakness.

Three DPs dropped in Friday morning from Mitchell Field, N. Y., on route to Old Orchard, Me., where there was an aerial circus. The ship was one of the squadrons of five white winged DPs that are coming up to meet the World Flight at Mitchell Field. They contained Lieutenant Council, Fritz Busch, Marmory and Mr. Beardsley, brother of the designer of the Remington-Barnett Airplane. It took 2 to 10 min. for the ships to reach Boston.

That same morning a DP came in from Mitchell Field, N. Y. to 50 min., carrying Lieutenant MacGuffey. He had a complete photographic outfit in the rear seat. He landed at Mitchell Field, on his way to act in the capacity of chief photographer of the landing of the World Flight Squadron.

Lieutenant Gledhill came in Sunday afternoon about 5:30, from Rehoboth Field, Washington, D. C. He made the entire trip in the afternoon. He is here to act in the capacity of chief photographer of the landing of the World Flight Squadron.

Three ships went up to Old Orchard, Me., last Saturday afternoon. The ship was taken up by the ship, which was a Jumbo, flown by Lieut. F. C. Crowder, A.S.A.R.C., a DP flown by Capt. E. W. Kullgren, with Lieut. H. A. Hagar as passenger, both Reserve men, and the PWA, flown by Lieut. R. C. Moffat.

They returned Sunday morning, Lieutenant Moffat making the nearly solid miles in 40 min.

## St. Louis News

Lester Day was celebrated at the Lambert-St. Louis Flying Field at Springfield with a reunion of aviators who served in the World War.

Although many of the men, equipped at the west from other fields, failed to arrive, the thorough spirit and their pilots that were in hand provided plenty of thrills for spectators from 2 p. m. until the midnight out about the performance at 8 o'clock.

About 5,000 persons, including Adj. Gen. William A. Ruppert, witnessed the exhibition, which included a parachute jump from a height of 1,500 ft., a spin of 2,000 ft., two "dead stick" landings and numerous other specialties such as barrel rolls, loops and falling leaf descents from high altitudes.

Probably the most dramatic exhibition of surprise recognition was that given by Fred Clevenger of Los Angeles as the first event on the program. Clevenger, who is a prisoner of the German Air Force, was an aviator volunteer in the Western front during the World War. According to him, 5,000 ft., a small Thomas-Morse scout plane, he put his craft through a series of maneuvers that thrilled the audience and caused experienced fliers to grip in admiration.

# AIRPORTS AND AIRWAYS

He executed barrel rolls and breath-taking turns with the aid of a device of a horizontal attitude on a ballroom floor, and then came out of the sky in a "falling leaf." Another bit of fancy flying called "skidding," said to be of his own devising, was added in an encore. This required a series of precise sideward movements resembling the swivel of a skater.

Major William B. Robertson, president of the Robertson Aircraft Corp. of St. Louis, contributed a "dead stick" landing to the program. Flying at 4,000 ft., he shut off his engine and came gliding down in a spiral course and made a perfect landing.

Lieut. Frank T. Davis, an Australian aviator, who served in France with Canadian Expeditionary Forces, later duplicated Major Robertson's feat, after executing several hazardous stunts. Flying a specially-constructed Canadian plane, he performed several loops, and then dropped about 3,000 ft. in a spiraling dive, later shaking off his motor and landing with a dead stick.

A parachute leap by Sgt. Ralph Douglas was the event which kept the spectators in a state of greatest excitement. Sergeant Douglas, a small aviator who narrowly escaped death at Nevada, Mo., recently, when he failed in his attempt to climb the rope upon which he was suspended from a plane. He was rescued when the rope was cut above a 100 ft. plucking him into the water.

Douglas leaped from an altitude of 1,500 ft. without mishap, although he was compelled to square vigorously to prevent being precipitated upon the roof of a farmhouse at the border of the field. The pilot had manipulated the form of the wind and dropped him into the "dead stick" depending upon the air current to carry him into the field. His drop was almost perpendicular and he missed the farmhouse only by inches.

## Spokane News

By E. H. Pennington

Active efforts to have Spokane placed on a branch Air Mail line which would extend from Elko, Nev., to the main line, between the Airline being started by Chamberlain of Spokane. Postmaster T. J. Smith is working. With one plane each way daily, Spokane would have 48 hr. mail service to and from New York city. Spokane both east and west would have direct mail service, and from both east and west could be carried into Spokane with one trip.

After three months of bargaining, Pilot Nick B. Munnis is back in Spokane again. Four contracts will keep him busy for a few weeks. He has completely overhauled all equipment to be ready for all cross country, photography, and news dispatch work available. His experts to equal his last year's record of 20,000 mi. of continued cross country work.

C. H. Houser, head of the U. S. Airways Corp. at Spokane, has one of the few complete stocks of Liberty motor parts in the west. Army and other fliers have been invited to avail themselves of his service.

## Air Mail Information

Arrangement was made by Postmaster General New on Sept. 5 that matter sent by Air Mail may be forwarded to the addressee or returned to the sender by the same means as the receipt of the matter will be expedited if carried by air. No additional charge for postage will be made for forwarding or return of matter in this manner except in cases where it is forwarded or returned to a place beyond the air mail zone for which postage was originally paid. In such event the matter will be rated with postage due sufficient to cover the amount chargeable for the carriage of the matter by air from the point of original mailing to the office for final delivery.



## Akron News

By Herbert Messers

More than 50,000 Akron people witnessed the start of the annual "Fox and Hound" contest from the Goodhue Flyer No. 4. Rubber City athletes held on Labor Day afternoon, which was participated in by about 170 contestants and three 35,000 ft. H. Goodhue captured balloons placed in Goodhue Flyer and three officers of the United States Air Service.

The unusual race, the first of its kind held in Ohio and the second in America, was the major feature of the Akron, Ohio, and the balloons flying to tested wings and balloons. The balloons, which were released as a world's record. Two of the bugs were loaded within a half mile of the destination.

Mr. Norman W. Peck, A.R., and Carl R. Wolfson, who with W. Van Orman piloted the balloon "Goodhue III" into first place in the 1934 National Race from Akron to Dayton, Ohio, this year, requested the first bug to ascend in the "Fox and Hound" event. Having as their objective the small town of Lakewood, Ohio, the Army officer and the Goodhue pilot succeeded in pulling their pig-pen pilot a half mile from the ground.

W. Van Orman, former Goodhue runner and Lt. Col. Clyde Brown, A.R., who handled the second "bug" in the recent race, came down on the Island pilot's name over Van Orman, which was also but a half mile from the point selected before the basket was released by the ground crew in Akron.

Jack Bostwick, of the Goodhue aero staff, and Lt. Max P. Blount, A.R., who directed the course of the third balloon, although handicapped by a late start were shortly over the air route to their destination of East Fairfield, when darkness closed them in land for the sake of the premier prize.

Billy Upson and W. R. Stark, both of Detroit, served as referees and directed in the "Fox and Hound" program.

Prizes for the first three balloons to arrive at the landing place of the balloons were given by The Akron Beacon Journal.

The Commercial Aircraft Association, composed of pilots, plane owners and Akron men engaged in aeronautics, will meet with those engaged in commercial aviation at the Ohio State Industrial Air Show in Dayton in October, it has been announced.

The local group, of which the late Lt. Harold A. Kullberg was president and an organizer, hopes to extend the scope of its efforts and is making plans for a national organization.

Max H. A. Bismarck, of the lighter-than-air division, Dayton, and Capt. G. E. Kerner, of the "Bismarck" field "Bismarck" unit, Akron, a champion pilot, recently flying a T-3.

Jack Yelton, of the Goodhue team, was announced as one of the passengers on the D-11 during its final flight. Yelton has been in Philadelphia for several months.

Harold F. Fitts, of Philadelphia, and James R. of the Curtiss Exhibition Co. were in Akron for several hours on their way home of the United States.

## New Orleans News

By Theodore W. Lewis

A new airplane was put into the air recently by the New Orleans Air Line, which took over the contract for carrying mail from New Orleans to Pilot Town from the Gulf Coast Air Line.

The ship took off at 2:30 to deliver mail to an scheduled station at the mouth of the Mississippi river. The New Orleans Air Line of which Antoine E. Candace is general manager, has just completed a longer at the mouth of the industrial canal. There is space for storing the ships, and for making repairs.

Commercially, the ship is called the "Candace," fitted with 100 hp. C-15 engines. All ships and engines are new stock.

A quick service for back hatches is to be inaugurated shortly, according to Mr. Candace. It is an hour or two between flights, but will be able to get from New Orleans to the "Mud" where no by any other method the greater part of two days would be required.



Photo 2. R. L. Lewis Service

And Pilot Town from New Orleans to Pilot Town. The service was run by the New Orleans Air Line.

The first annual banquet of the New Orleans Model Aeroplane and Glider Club was held on Aug. 30, at one of the local restaurants. A large number of members attended. The banquet was held at the local restaurant. The banquet was held at the local restaurant. The banquet was held at the local restaurant.

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The New Orleans Model Aeroplane and Glider Club is making arrangements to hold its first model contests. All the members of the organization are busy constructing model and model models, in order to enter the various events. The club is making plans for the coming year.

Handfuls of passengers were carried in New Orleans during the first two months by the ships of the United States Air Service. The ships were used to carry passengers from New Orleans to Pilot Town.

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## French Grand Prix for Transport Planes

This year's Grand Prix for Transport Planes, which was sponsored by the French Union Aéronautique pour l'Aviation, was held at the Grand Prix de l'Aviation, which was held at the Grand Prix de l'Aviation, which was held at the Grand Prix de l'Aviation.

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all three days, but in spite of this fact the two remaining machines made fairly good time. The Fennia, piloted by Bousquet and Gouget, and with Marcel Lebeque as navigator, made the following speeds over the Paris-Bordeaux-Paris route—First day, 111.5 mi/hr. Second day, 112.5 mi/hr. Third day, 110 mi/hr. The total time (which did not include fuel and crew) was 3,800 h.

The B-100 was piloted by Bousquet and Villeneuve, with Captain Depierre as navigator. The first flight was made at the average speed of 55.5 mi/hr. Second day,



The Fennia "Jules" (four 180 hp. Hispano-Suiza engines) which for the second consecutive year won the French Air Transport Grand Prix competition for multi-engine cabin planes. Photo: Bousquet and Gouget

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## PUBLISHER'S NEWS LETTER

C. C. Grey, the brilliant editor of *The Aviator*, has accepted the invitation of AVIATION to come to this country and attend the Dayton Race Meet and the Schneider Cup Race in Baltimore. His interesting comments on both events as well as his impressions of American aeronautics will appear in AVIATION during his few weeks in this country. It will be a great privilege to have Mr. Grey join the staff of AVIATION and give his usual frank impressions. This will be Mr. Grey's first visit to this country and his many friends will wish to make his stay pleasant.

Occasionally, there appears in every publication something that gives offense to a particular group. The *New York Herald-Tribune* incurs a special place for the commission of errors that are brought to its attention. Several weeks ago there appeared in AVIATION in the local correspondence column one of those innocent phrases that are so often exchanged by nearby cities. In this instance, Cleveland patronized Akron, and Akron, quite properly, tries to protect Akron, the home of light aviation development in the country for so many years has done much to encourage the replace as well as its desire to have an air mail field is shared by nearly every other city in the country without this loss.

The intense interest in aviation in the smaller cities and the linkages that is so apparent in the larger cities may be due to the policy of the N.A.A. this year, Adlai Stevenson, who has been promoting the formation of chapters makes this policy clear when he writes "The Executive Committee recently decided that a large number of small chapters in many widely distributed cities would result in greater good to the cause and to the Association than a few big chapters in the principal cities of the country."

"The smaller cities like Eldorado, Kan., Stigmar, Mich., Battle Creek, Mich. and Mountville, W. Va., that have pushed the field are bringing a splendid contribution to the cause of

commercial aeronautics. Is that not a fact? The writer has found that little cities are more receptive and in many respects more patriotic than big cities. This is natural perhaps. The smaller community is more easily stirred. It has a future to work out. It welcomes the visitor who presents a new and practical scheme of progress and prosperity. The big city on the other hand, considers that it has solved all problems. It is a finished product. It is perfectly pleased with itself. As a result we feel that chapters in some small cities are a hundred fold better per capita than in the large cities. If the latter were as much interested as Eldorado and Stigmar they would each have thousands of members instead of a corporal's guard in some cases."

Pages in Detroit, St. Louis, Boston, Chicago and other large cities that have taken a keen interest in aviation, but not in the N.A.A. please copy.

The development of a strong local interest in aviation has its dangers as well as its advantages. If the references taken the form of creating a leveling field and encouraging pilots, aircraft contractors and field operators the result is highly commendable. But just as soon as local eyes crop the aeronautical horizon a different problem arises. Every city, naturally wants to be an air terminal on the air route map of the country with as little indicating in all directions. They all desire the facilities of the air mail brought to its citizens. And then when local interest is great enough it pretends its solution to become one of the great aspects of the world. All of which is most helpful and desirable from a local standpoint. Complications arise when unequal aeronautical experts attempt to lay out the most practical routes from the flying point of view. The population to be served should control the location of an air mail entrance as well as the practicable flight distance between cities. Aerial progress must be considered as a national problem whether served from a legislative or operative viewpoint.

## A Suggested National Air Policy

That a National Aviation Policy is needed by the United States is obvious. To get such a policy in concrete form AVIATION requested several thoughtful friends of aeronautical progress to make suggestive and constructive recommendations. Some of them are given below and will be printed each week with additions, omissions and such other changes as appear to be helpful toward the formulation of a sound national air policy. Readers of AVIATION and others can render no greater service to the cause of aeronautical progress than contributing their comments and suggestions.

### GOVERNMENTAL.

- A continuing program of aircraft development both governmental and commercial.
- A crisis, charged with choosing a national air policy, is pending in Government. "Cabot Aircraft Committee in the House and Senate to hold aircraft hearings whose civilian as well as government officials can express their opinion. "Empower of force."
- A detailed aircraft budget for all Governmental Departments, and an annual statement of all expenditures.
- An experienced staff of flying officers at the head of all governmental air defense services.
- Coordination of all governmental and experimental aircraft work of the government under one agency.
- "Co-ordination of the aircraft experimental development of the government from procurement to the various branches themselves."
- Limitation of government manufacture to repair of aircraft and specialized work that cannot be done by private lines. "No limitation on experimental construction."
- The elimination of the duplication of aerial functions and facilities by government departments.
- A country wide Air Mail system of trunk lines connecting the principal cities of the country. "Retirement law for air mail pilots."
- Establishment of a National Airway System through cooperation of the Federal Government with States and Cities. "A landing field in every large city."
- A national aircraft law that will regulate aviation, administered by practical pilots and experienced aeronautical engineers. "and Federal air police."
- Membership of the United States in the International Convention for Air Navigation.
- "Approved governmental appropriations for aerial development."
- "Encouragement of aviation rather than subsidy."

### COMMERCIAL AIRCRAFT OPERATION.

- Creation of commercial air lines by private enterprise or government subsidy.
- Encouragement of participation by private companies in aircraft races and competitions.
- Encouragement of the training of pilots by civilian schools.
- Creating an *Eagle de Corps* among flying men all over the country by frequent gatherings at aviation meets.
- "Encouragement of safe and free flying."
- "A continuing organization, including representatives of all important points of view in aeronautics, for the discussion of standards for aeronautics where standardization is desirable."

### INDUSTRIAL AIRCRAFT CONSTRUCTION.

- Recognition that a sound aeronautical industry is a prime necessity of our National Defense.
- An active industrial association that will coordinate the aircraft industry and defend it from attack.
- Encouragement of the designing of new types of aircraft by manufacturers by allowing them to retain their proprietary rights.
- Concentration of manufacturing firms on specialized types of army and navy aircraft. "When production demands are heavy."
- Encouragement of research by construction, universities and other agencies as well as by the government.
- Encouragement of an annual design competition for commercial aircraft.

### CIVILIAN.

- A national aeronautical organization composed of public spirited citizens that will take a strong position of leadership on national aeronautical policy. "Unification of all aeronautical organizations into one national association with chapters in all cities and towns."
- An Annual Aviation Week during which the country will think of aerial progress. "52 such weeks."
- The formation of local aero clubs by them for the purpose of stimulating flying in all localities.
- Encouraging the public to fly and patronize the air mail and transport facilities.
- "The encouragement of gliding and soaring contests, especially interscholastic."
- "Suggested changes."





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